Trans-Lake Washington Project EIS Methodology Report – 6/10/02

Public Services and Utilities

Guiding Plans and Policies

- Washington State Department of Transportation (WSDOT), Utilities Accommodation Policy (M22-86)
- WSDOT Utilities Manual (M22-87)
- WSDOT Environmental Procedures Manual, Section 470, July 2001.

Data Needs and Sources

- Current adopted Comprehensive Plans for the following jurisdictions: Seattle, Medina, Hunts Point, Yarrow Point, Clyde Hill, Kirkland, Bellevue, and Redmond. The environmental team currently has a copy of each jurisdiction's plans. Comprehensive Plan amendments for 2001 will be reviewed to ensure that the most current information is being analyzed. It is assumed that any amendments and updates will be provided upon request by the planning departments of the identified cities or be available on the internet.
- Local agency design standards pertaining to street construction, drainage, and utilities.
- Utility plans for any jurisdiction with utilities crossing SR 520.
- Basic service provider information, including service boundaries, service capacity, and any plans for expansion of services.

Proposed Coordination with Agencies

Agencies will be contacted by e-mail and telephone to obtain information on utility locations and to verify current service provider information. Those agencies include:

- City of Seattle – Contacts for utility information are Susan Sanchez (Transportation Manager) and Eric Chipps. Nick Marquardt (Sound Transit GIS technician) will also be used for utility information.
- City of Medina – Contacts are Doug Schulze (City Manager) and Carl Burris (Public Works Superintendent).
- Town of Hunts Point – Contact is Joe Willis (Town Engineer).
- Town of Yarrow Point – Contact is Alan Newbill (Town Engineer).
- Town of Clyde Hill – Contact is Mitch Wasserman (City Administrator).

- City of Kirkland – Contact is David Godfrey.
- City of Bellevue – Contacts are Bernard Van de Kamp , Jon Regalia (Right-of-Way Permit Supervisor), and Brook Durant for utility information. David Berg is the contact for the design standards.
- City of Redmond – Contacts are Richard Barthol for design standards and Scott Thomasson (title unknown) for utility issues. Don Swayne is also a contact for design standards and utility information.

In addition, each jurisdiction will help identify appropriate service providers to contact, including school districts, religious institutions, social institutions, medical services, fire and police departments, and any other government institutions.

Proposed Coordination with Team, WSDOT, and Sound Transit

To assess public service and utility impacts, close coordination will be required with the team leads of the following discipline studies:

- Relocations – need to know if and where any public community facilities or prominent residential and commercial uses would be affected.
- Transportation – need to know about surface street cut-offs, changes in access, and safety impacts.

The public services and utilities impacts analyst will work with the leaders of the above studies to obtain early reads on anticipated impacts and will incorporate those early impact assessments. Upon completion of the other analyses, the public services and utilities impacts analysis results will be modified as necessary to reflect the final findings of those other analyses. Impacts identified in the public services and utilities section will be summarized in the social section.

Richard Anderson of WSDOT will also be the contact for utility information.

Study Area

The public services and utilities impacts analysis will focus on utilities that would be in direct conflict with any of the proposed transportation improvements. This includes Eastlake, Portage Bay, Roanoke, North Capitol Hill, Montlake, University, Laurelhurst, and Madison Park in Seattle; Medina; Hunts Point; Yarrow Point; Clyde Hill; Lakeview in Kirkland; Northtown, Bridle Trails, and Bel-Red / Northup in Bellevue; and Overlake, Grass Lawn, Downtown Redmond, Northeast Redmond, and Southeast Redmond in Redmond. Service providers must have an area of service that is adjacent to or crosses over SR 520. For utilities to be considered for impact analysis, they must cross SR 520 or one of the associated proposed improvements.

Affected Environment Methodology

Existing community services will be researched primarily through comprehensive plans or city / provider websites. Follow-up calls will be made to service providers to verify all information. The following services will be described: educational facilities, religious institutions, social institutions, medical services, fire and police protection, utilities (energy,

telephone, cable, water, sewer, solid waste, stormwater), cemeteries, and government institutions. The service provider, provider location, service boundaries, capacity, and services offered will all be described. Location information for utilities will be supplemented by the engineering team, who will contact each jurisdiction for information on utilities within the study area.

Environmental Consequences Analysis Methodology

The environmental consequences analysis will assess potential direct and construction effects of the proposed alternatives and their major elements on public services and utilities.

Direct

Direct impacts on services will describe changes in service travel times, circuity of access, changes in service area, and the potential for the need for new or additional public facilities and services as applicable. The potential for the proposed improvements to block or complicate access to educational facilities, religious institutions, social institutions, medical services, cemeteries, and government institutions will be analyzed using GIS maps that show the location of these service buildings relative to the proposed alternatives. Changes in service travel time, service area, and service levels for schools, fire and police protection, and utilities will be determined through telephone conversations with service provider staff. Preliminary design drawings will be reviewed to locate conflicts between areas of construction and the location of utilities.

Construction

Construction impacts will be determined by depicting proposed temporary street closures on GIS and observing how access to services or service provision might be affected. The potential for construction activities to temporarily disrupt utility service, either accidentally or intentionally, will also be examined by comparing areas of construction with the existing location of utility lines. Impacts on utility lines that will be relocated will not be considered construction impacts. Utility companies will be contacted to determine the level of impact that temporary disruption could have on area neighborhoods.

Mitigation Measure Methodology

The mitigation discussion will identify measures to minimize the identified impacts on public services and utilities. Consultation with agency staff will occur to assist in the identification of reasonable and acceptable mitigation measures. Where design adjustments could serve as mitigation for a substantial impact, the analyst will coordinate with the environmental lead, the design team, the affected jurisdiction, WSDOT and Sound Transit to determine if a design alteration is prudent and feasible.

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